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ABSTRACT

In recent years, trade facilitation becomes more complicated as related policies vary from state to port level, while at the same time free trade zones are also developing. Global indicators that have been commonly applied to monitor state-level trade facilitation policies fail to capture effects of similar measures at hub ports. This study develops an evaluation framework that adopts supply chain dimensions to examine the effects of port-level trade facilitation policies. Port of Shenzhen and Hong Kong are investigated by such framework to reveal the breadth and depth of trade facilitation programmes. Outcome of this research not only explains the effects of hub-port oriented trade facilitation measures, such framework could also facilitate the formulation, implementation, and review of trade facilitation policies.

Keywords: trade facilitation; port supply chain; free trade zone; port of Shenzhen; port of Hong Kong; case study

1. Introduction

As defined by Asia-Pacific Economic Cooperation (APEC), trade facilitation (TF) refers to the simplification and rationalisation of customs and other administrative procedures that hinder, delay or increase the cost of moving goods across international borders (APEC, 2007). In the supply chain context and hub port environment, a TF policy should include any measures or initiatives introduced by government and non-government organisations that simplify and rationalise customs and trade administrative procedures, or add value to goods that undergo such formalities. This definition adopted by our study would align with the sophisticated nature of TF policies at hub-port level. A situation we elaborate in this paper (section 6).

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